

Doug Ferguson

From: Privett, Keith <Keith.Privett@cityofchicago.org>
Sent: Monday, March 21, 2016 11:40 AM
To: Doug Ferguson; Ross Patronsky; Holly Ostdick
Cc: Eric Hanss (Eric.Hanss@activetrans.org); Davis, Grant; Hamilton, Luann
Subject: CMAQ Reinstatement Safe Routes to High School LAA - 10-W9215-00-W / C-88-016-10
Attachments: Safe Routes to High School LAA - City Executed.pdf

We seek reinstatement of deferred CMAQ funds for this project at the next meeting. The signed LAA (formerly IPA) is attached. Please let Eric and I know what else you may need to include this on the agenda.

Keith

From: Davis, Grant
Sent: Thursday, March 17, 2016 11:34 AM
To: Hameed, Mohammed A (Mohammed.Hameed@illinois.gov)
Cc: Haider, Zubair M (Zubair.Haider@illinois.gov); Ahmad, Moud (Moud.Ahmad@Illinois.gov); Greg.Lupton@illinois.gov; Skvarla, James D; Eric Hanss (Eric.Hanss@activetrans.org); Doug Ferguson (DFerguson@cmap.illinois.gov); Privett, Keith
Subject: Safe Routes to High School LAA - 10-W9215-00-W / C-88-016-10

Attached is the local agency agreement for the City's Safe Routes to High School project. Hard copies are being mailed to District 1 and Springfield today via USPS.

If you have any questions or concerns, please do not hesitate to contact me.

Thanks,

Grant M. Davis
 Coordinating Planner, Capital Programming
 Chicago Department of Transportation
 Division of Project Development
 30 N. LaSalle St., Ste. 500
 Chicago, IL 60605
 312.744.3528

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PRESIDENT**

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March 24, 2016

Doug Fergusson
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: North Branch Trail – Southern Extension
TIP # 01-08-0001

Dear Mr. Fergusson,

The North Branch Trail Southern Extension full project limits are from Devon and Caldwell Avenues to Foster and Kostner Avenues in Chicago. This 3 mile segment will connect the Forest Preserve's existing North Branch trail to the City of Chicago's bike system at Gompers Park.

Construction of the entire 3.1 mile segment was estimated at \$6,710,000 with \$5,368,000 (80%) funding awarded through the Congestion Mitigation Air Quality (CMAQ) Program. The results of IDOT's March 2015 bid letting amounted to zero bidders. In April 2015 the project was re-issued for letting with 3 bids received, and a low bid of \$8,710,000. Since the low bid was \$2,000,000 (25%) over the Engineers Estimate, the Forest Preserve rejected the bid and requested a project re-scope from CMAP using the current CMAQ funding available.

CMAP approved the project re-scope by dividing the project into two Stages. The available CMAQ funding (\$5,368,000) was applied to Stage 1, with revised project limits of Devon and Caldwell (the termini of the existing trail) to Forest Glen Woods where the Forest Preserve has a parking lot, restrooms and a picnic shelter. The trail then terminates at a crossing with Forest Glen Avenue, which provides access to the City of Chicago's signed street system.

Stage 2 of the project limits continued from Forest Glen Woods (Forest Glen Avenue) to Gompers Park at the intersection of Foster and Kostner Avenues. For this Stage of the trail, the Forest Preserve requested and received \$1,600,000 of construction funding from the Transportation Alternative (TAP) Program. Based upon the bid prices received for Stage 1, the Engineer's Estimate for Stage 2 was \$2,000,000. The project was issued for IDOT's March 2016 bid letting which resulted in 2 bids, and a low bid of \$2,484,314. Again, with bids 25% (\$484,314) over the Engineer's Estimate and insufficient TAP funding available, the Forest Preserve had no choice but to reject the bid.

The Forest Preserve is committed to building the entire project and is requesting \$500,000 in CMAQ dollars from Stage 1 to be transferred to Stage 2. No additional federal money is being requested. If approved, Stage 2 would be funded with \$400,000 CMAQ and TAP \$1,600,000 dollars plans would be updated and submitted for IDOT's June 2016 letting.

The Forest Preserves looks forward to the opportunity to discuss this option with CMAP at the next CMAQ Project Selection Committee Meeting on April 7th. If you have any questions or need additional before the meeting, please contact the Project Manager- Pam Sielski at 708-771-1355.

Very truly yours,

A handwritten signature in black ink, reading "Arnold Randall". The signature is fluid and cursive, with the first name "Arnold" and last name "Randall" clearly distinguishable.

Arnold Randall
General Superintendent
Forest Preserve District of Cook County

North Branch Southern Extension	Construction Cost	Federal Funding	LOCAL/FPDCC Share
(CMAQ)			
APPROVED Rescope Project Limits Devon & Caldwell to Forest Glen Ave	\$ 6,710,000	\$ 5,368,000	\$ 1,342,000
Stage 1 (Bid Amount)	\$ 5,362,189	\$ 4,289,751	\$ 1,072,438
	\$ 1,347,811	\$ 1,078,249	\$ 269,562
(TAP)			
Forest Glen Ave to Foster & Kostner Avenue	\$ 2,000,000	\$ 1,600,000	\$ 400,000
Stage 2 (Bid Amount Rejected)	\$ 2,484,314	\$ 1,987,451	\$ 496,863
	\$ (484,314)	\$ (387,451)	\$ (96,863)
PENDING TRANSFER REQUEST			
CMAQ	\$ 500,000	\$ 400,000	\$ 100,000
TAP			
Forest Glen Ave to Foster & Kostner Avenue	\$ 2,000,000	\$ 1,600,000	\$ 400,000
	\$ 2,500,000	\$ 2,000,000	\$ 500,000
Open Space Impact Fee			\$ 191,636
Stage 2 (Engineers Estimate)	\$ 2,000,000	\$ 1,600,000	\$ 400,000

CMAQ Schedule Change Request Form

Project Identification

TIP ID	02-97-0006	Sponsor	Cook County Dept. of Transportation & Highways
Project Location Description		CH A83 Old Orchard Road from Woods Drive to Skokie Boulevard	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	2019
CONST	2020

Phase	Programmed FFY
ENG	
IMP	2016

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW	2017	
CONST	2018	

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP	2018	

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

The project design is progressing well, and we expect to negotiate right-of-way in FFY 2017 and begin construction in FFY 2018.

Additional Comments

CMAQ funds for Implementation were awarded previously. Additional CMAQ funds were recently awarded for right-of-way and construction while the project design was well underway. We would like to move these funds forward in the program, if possible, since we are in a position to obligate the funding sooner.

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-06-0034	Sponsor	City of Evanston
Project Location Description		Green Bay Corridor Improvements	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	Local						<input checked="" type="checkbox"/>
ENG 2	Local						<input checked="" type="checkbox"/>
ROW	N/A						<input type="checkbox"/>
CONST	2016	2,400	1,920	80%	CMAQ	Local	<input checked="" type="checkbox"/>
CE							
Total							

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2							
ROW							
CONST	2016	4,044	3,235	80%	CMAQ	GO Bond	March 4, 2016
CE							
Total							

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2016	1,644	1,315	80%	
CE					
Total					

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

The bids came in higher than the engineer's estimate in the amount of \$2,540,123.35. The CMAQ Funding portion of the project was higher in the amount of \$1,315,498 and we are requesting the additional cost for construction. Please see the attached letter explain the project scope and various funding sources.

State and Federal Project Information

Select One.

- ☒ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-065-14	CMM-M-4003 (237)	
ENG			
IMP			

Additional Comments

We are attaching the letter explaining the request and we will also attend the CMAP meeting to explain the Project and answer questions.

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-10-0001	Sponsor	Lincolnwood
Project Location Description		Union Pacific ROW (Devon Ave. to Touhy Ave.)	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2011	70	56	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	<input checked="" type="checkbox"/>
ROW	2014	4,980	3,984	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CONST	2016	865	692	80%	CMAQ	TIF or MFT	<input type="checkbox"/>
CE	2016	90	72	80%	CMAQ	TIF or MFT	
Total		6,070	4,856	80%			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2011	70	56	80%	CMAQ	TIF or MFT	9/6/2012
ENG 2	2013	65	52	80%	CMAQ	TIF or MFT	5/1/2013
ROW	2014	4,600	3,680	80%	CMAQ	TIF or MFT	4/1/2016
CONST	2014	1,065	852	80%	CMAQ	TIF or MFT	6/10/2016
CE	2014	90	72	80%	CMAQ	TIF or MFT	6/10/2016
Total		5,890	4,712	80%			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0			
ENG 2	2013	0			
ROW					
CONST	2016	200	160		
CE	2016	0			
Total		200	160		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

The original grant application for construction costs was in 2011 for \$790,000. IDOT reviews during Phase 2 required the addition of 4 solar powered flashing beacons (\$20,000) at street crossings and also a fairly intricate pedestrian refugee area and roadway narrowing at the Lincoln Avenue crossing (\$20,000). In addition, soils reports required non-special waste removals estimated to be around \$190,000 in total project costs. The 3 above total about \$230,000. The total construction cost increase request from the 2011 grant application is about \$275,000, with \$230,000 being the 3 above. The remaining \$45,000 is overall construction cost increases over the time period.

State and Federal Project Information

Select One.

- ☐ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-286-10	CMM-9003(544)	
ENG 2	D-91-286-10	CMM-9003(546)	
ROW	R-90-006-10	CMM-9003(545)	
CONST	C-91-046-13	CMM-4003(092)	
ENG			

CMAQ Cost Change Request Form

Project Identification

TIP ID	02-10-0002	Sponsor	Lincolnwood
Project Location Description	Commonwealth Edison ROW (Devon to Jarvis)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2011	70	56	80%	CMAQ	MFT	<input checked="" type="checkbox"/>
ENG 2	2012	70	56	80%	CMAQ	MFT	<input checked="" type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2016	915	732	80%	CMAQ	MFT	<input type="checkbox"/>
CE	2016	95	76	80%	CMAQ	MFT	
Total		1,150	920	80%			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2011	70	56	80%	CMAQ	MFT	9/6/2012
ENG 2	2012	70	56	80%	CMAQ	MFT	9/6/2012
ROW							
CONST	2016	1,055	844	80%	CMAQ	MFT	1/15/2016
CE	2016	95	76	80%	CMAQ	MFT	1/15/2016
Total		1,290	1,032	80%			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1	2011	0			
ENG 2	2012	0			
ROW					
CONST	2016	140	112		
CE	2016	0			
Total		140	112		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

Construction costs have increased since original grant application which was in 2009. IDOT reviews during Phase 2 required the addition of 6 solar powered flashing beacons (\$27,000) at street crossings and also a fairly intricate pedestrian refugee area at the Devon Avenue crossing (\$20,000). In addition, soils reports required non-special waste removals estimated to be around \$90,000 in total project cost. The 3 above total about \$137,000. The total construction cost increase from the 2009 grant application is about \$175,000, with \$137,000 being the 3 above. The remaining \$38,000 is overall construction cost increases over the time period.

State and Federal Project Information

Select One.

- ☐ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-91-287-10	CMM-9003(541)	
ENG 2	D-91-287-10	CMM-9003(542)	
ROW	R-		
CONST	C-91-287-10	CMM-9003(543)	
ENG			

CMAQ Cost Change Request Form

Project Identification

TIP ID	03-12-0014	Sponsor	IDOT – D1
Project Location Description		IL 68 Dundee Rd FROM At McHenry/Wheeling Rd (COOK) TO IL 83 At Elmhurst Rd (COOK/Wheeling)	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1 ENG 2	In-House	278	0	0	n/a	State	<input checked="" type="checkbox"/>
ROW	FFY14	400	320	80	CMAQ	State	<input checked="" type="checkbox"/>
CONST1	FFY16	1,000	800	80	CMAQ	State	<input type="checkbox"/>
CONST2	FFY16	1,280	1,024	80	CMAQ	State	<input type="checkbox"/>
CE							
Total		2,958	2,144	72			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1 ENG 2	In-House	278	0	0	n/a	State	
ROW	FFY14	1,790	1,432	80	CMAQ	State	12/31/2013
CONST1	FFY16	1,105	884	80	CMAQ	State	09/18/2015
CONST2	FFY16	1,700	1360	80	CMAQ	State	01/15/2015
CE							
Total		4,873	3,676	0.75			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Cost (\$000's)	Total	Additional CMAQ Funds(\$000's)	Federal Share (%)	Transfer to/from phase(s)
ENG1	In-House	0	0	0	0	
ENG 2		0	0			
ROW	FFY14	1,390	1,112	80		
CONST1	FFY15	105	84	80		
CONST2	FFY16	420	336	80		
CE		0	0			
Total		1,915	1,532	80		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a Scope Change Request form.

Projects were combined in TIP at IDOT request; then were separated for construction. CONST 1 (IL68 at IL 83) was let 1/15/2016 at \$105K over TIP amount. CONST 2 (IL68 at McHenry/Wheeling) is on 6/10/2016 letting – cost has increased due to availability of Phase II 95% Pre-final cost estimate. Actual land acquisition parcel settlement costs have and/or are now estimated to substantially exceed initial estimates.

State and Federal Project Information

Select One.

- ☒ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-020-13; R-90-021-13		
CONST1	C-91-133-13		
CONST2	C-91-132-13		
ENG			
IMP			

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	03-16-0001	Sponsor	Village of Schaumburg
Project Location Description		Schaumburg Metra Station Bike Racks and Lockers	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	

Phase	Programmed FFY
ENG	
IMP	2018

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST		

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP	2016	6/15/16

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

The Village of Schaumburg is moving forward with Phase I and II Design with a local letting anticipated in July, 2016. The local share for the project is budgeted in their current fiscal year.

Additional Comments

CMAQ Schedule Change Request Form

Project Identification

TIP ID	08-11-0017	Sponsor	Village of Bensenville
Project Location Description		Church Rd – from Jefferson St to Grand Ave	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2015
ENG2	2016
ROW	2016
CONST	2018

Phase	Programmed FFY
ENG	
IMP	

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1	2015	2015
ENG2	2016	2016
ROW	2016	2016
CONST	2016	2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG		
IMP		

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

Additional Comments

The Village would like to bring this project to letting June 10, 2016. They have everything ready to go to get this project moving as soon as possible. Three other project schedules are dependent on this one's completion in 2016.

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-14-0002	Sponsor	DuPage Council of Mayors
Project Location Description	West Branch Regional Trail FROM Winfield Mounds (DUPAGE/Uninc)to West DuPage Woods (DUPAGE/Uninc)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	2012	172	0	0	N/A	Local	<input checked="" type="checkbox"/>
ENG 2	2014	237	189	80	CMAQ	Local	<input checked="" type="checkbox"/>
ROW	N/A	N/A	N/A	N/A	N/A	N/A	<input type="checkbox"/>
CONST	2015	2,104	1,683	80	CMAQ	Local	<input type="checkbox"/>
CE	2016	223	178	80	CMAQ	Local	
Total		2,736	2,050				

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	2012	172	0	0	N/A	Local	
ENG 2	2015	194	155	80	CMAQ	Local	7/9/15
ROW	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CONST	2016	2,325	1,860	80	CMAQ	Local	6/10/16
CE	2016	228	182	80	CMAQ	Local	6/10/16
Total		2,919	2,197				

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☒ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2		-43	-34	80	To CONST
ROW					
CONST		221	177	80	From ENG2
CE		5	4	80	
Total		183	147		

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

Actual cost of ENG2 was reduced. CONST and CE costs have increased due to increase in length of boardwalk.

State and Federal Project Information

Select One.

- ☒ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-91-294-14	CMM-4003(324)	
ROW	R-		
CONST	C-91-294-14	CMM-4003(325)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	08-14-0003	Sponsor	Village of Glen Ellyn
Project Location Description		Pedestrian Signals	

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1							<input type="checkbox"/>
ENG 2							<input type="checkbox"/>
ROW							<input type="checkbox"/>
CONST	2015	168.2	134.56	80	CMAQ	Glen Ellyn	<input type="checkbox"/>
CE		20.2	16.16	80	CMAQ	Glen Ellyn	
Total		188.4	150.72	80			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1							
ENG 2							
ROW							
CONST	2015	197.971	158.377	80	CMAQ	Glen Ellyn	1/15/16
CE		20.2	16.16	80	CMAQ	Glen Ellyn	1/15/16
Total		218.171	174.537	80			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	2016	29.771	23.817	80	n/a
CE					
Total	2016	29.771	23.817	80	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

Low bid received exceeded the phase 1 estimates

State and Federal Project Information

Select One.

- ☒ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-		
CONST	C-91-251-14	CMM-4003(295)	
ENG			
IMP			

Additional Comments

CMAQ Cost Change Request Form

Project Identification

TIP ID	10-12-0005	Sponsor	IDOT – D1
Project Location Description	IL 68 Dundee Rd FROM Buffalo Grove Rd (COOK/Bufalo Grove)		

Currently Programmed Funding – Before cost change(s)

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG1	In-house	200	0	0	n/a	State	
ENG 2	In-house	250	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	12/31/2014
CONST	2016	2,500	2,000	80	CMAQ	State	
CE							
Total		3,150	2,160	69			

Phase	Programmed FFY	Programmed Total Cost (\$000's)	Programmed Federal Cost (\$000's)	Programmed Federal Share (%)	Federal Fund Source	Match Fund Source	Phase Accomplished*
ENG							<input type="checkbox"/>
IMP							<input type="checkbox"/>
Total							

Actual/Estimated Costs and Schedule – Including cost change(s)

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated federal authorization date**
ENG1	In-house	200	0	0	n/a	State	
ENG 2	In-house	250	0	0	n/a	State	
ROW	2015	200	160	80	CMAQ	State	12/31/2014
CONST	2016	1,400	1,200		CMAQ	State	
CE							
Total		2,050	1,360	66			

Phase	Starting FFY	Current Total Cost (\$000's)	Current Federal Cost (\$000's)	Current Federal Share (%)	Federal Fund Source	Local Match Fund Source	Actual or Anticipated FTA Grant approval date***
ENG							
IMP							
Total							

Requested Cost Changes (+/-)

Check all that apply: ☒ Cost Increase ☐ Transfer of Funds ☐ Reinstatement of Deferred Funds

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds(\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG1					
ENG 2					
ROW					
CONST	FFY16	-1,100	-800	80	
CE					
Total		-1,100	-800	80	

Phase	Starting FFY	Additional Total Cost (\$000's)	Additional Federal CMAQ Funds (\$000's)	Revised Federal Share (%)	Transfer to/from phase(s)
ENG					
IMP					
Total					

Reason for Request

Check here if the reason is a scope change ☒ and complete a Scope Change Request form.

Cost of project has decreased as a result of the reduced change of scope – originally scoped and estimated with Dual lefts all legs, Right turn lanes EB and SB., revised scope is Right turn lanes EB and SB.

State and Federal Project Information

Select One.

- ☒ State/Federal Project or Grant Numbers Provided Below
☐ Most recently *approved* PPI Form Attached
☐ Local Agency Agreement Attached

Phase	State Job Number X-00-000-00	Federal Project Number XXX-0000(000)	FTA Grant Number IL-XX-XXXX-XX
ENG1	P-		
ENG 2	D-		
ROW	R-90-022-13		
CONST	C-91-134-13		
ENG			
IMP			

Additional Comments

CMAQ Scope Change Request Form

Project Identification

Please provide the project identification exactly as it appears in the CMAQ Program. The current Program Summary Report can be found on the CMAQ Program Management and Resources page of the CMAP website (<http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-management-resources>).

TIP ID	10-12-0005	Sponsor	IDOT – D1
Project Location Description	IL 68 Dundee Rd FROM Buffalo Grove Rd (COOK/Buffalo Grove)		

Revised Project Scope

Briefly describe the nature of the scope change requested (for example, “Extend the south limit from 1st St. to 3rd St. to provide connectivity to existing multi-use path on 3rd St.” or “Purchase 2013 model year trucks instead of the requested 2012 model year trucks.”)

Original Scope: Dual lefts all legs, Right turn lanes EB and SB.

Revised Scope: Right turn lanes EB and SB.

Changes to Location/Limits

If the scope change involves changes to the location and/or limits of the project, complete the following table and attach a map sufficient to accurately locate this project in a GIS system.

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

Complete the appropriate table for the project type and provide additional attachments if required, or check below to indicate that the scope change will not change the emissions benefits of the project.

☐ The proposed scope change will not affect the emissions benefits of the project. Skip to the Changes to Project Schedule section of this form.

BICYCLE AND PEDESTRIAN FACILITIES
Miles of existing bicycle/pedestrian facilities intersecting the proposed facility: _____ Identify intersecting facilities:
Trip attractors linked directly to the proposed facility. For a pedestrian facility, identify transit service to which direct access is provided.
Indicate safety and attractiveness improvements:

Off-Street Bicycle Facility - Provide traffic volumes, speeds and percent trucks on adjacent roadway.

BICYCLE PARKING & ENCOURAGEMENT

Number of New Bicycle Spaces

Racks: _____ Lockers: _____ Other: _____

COMMUTER PARKING

Project Location: ☐ City Of Chicago ☐ Suburban

Net Number Of New Vehicle Spaces: _____ Net Number Of New Bicycle Spaces: _____

Utilization Rate: ☐ New Lot ☐ Existing Lot (Indicate Actual Utilization): _____ Percent

Existing Parking Spaces And Price:

_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)

_____ SPACES at \$ _____ PER _____ (hr/day/mo) _____ SPACES at \$ _____ PER _____ (hr/day/mo)

Line-Haul Trip Length (One-Way Miles to the Nearest Tenth):

If line haul trip length is not a milepost figure, provide basis for value provided:

COMMUTER PARKING STRUCTURES

NET GAIN IN SPACES AVAILABLE TO TRANSIT USERS – deduct spaces removed within 1,800 feet of project site from gain

PROPOSED DAILY FEE TO BE CHARGED

WALKING DISTANCE TO STATION PLATFORM – distance in feet from center of parking facility site to nearest edge of transit staging area.

BUS SERVICE AVAILABILITY – number of bus routes currently serving the transit facility.

BICYCLE PARKING AVAILABILITY – number of bicycle parking spaces built in conjunction with the parking facility, separated by racks vs. lockers or spaces within the parking structure.

SIGNAL INTERCONNECTS

Project Length (miles):

Distance between the last two signals at both ends of the project (miles): North/West End:

Show the location of all signals on the map

South/East End:

Posted Speed (miles per hour – for each segment):

Current Traffic Volume (ADT – Indicate year for each segment):

If project is part of a transit signal priority (TSP) corridor, give name:

TRAFFIC FLOW IMPROVEMENTS

Attach updated “After Improvement” [Input Module Worksheets](#)

Type of Project (Check One) ☒ Intersection Improvement ☐ Bottleneck Elimination

Project Length (Miles – Bottleneck Elimination and Multiple Intersections Only): _____

Posted Speeds (Miles Per Hour For Each Street): IL 68 – 35 mph; Buffalo Grove Rd – 35 mph.

Current Traffic Volume For Each Street (ADT – Indicate Year): IL 68 – (27,000 in 2015); Buffalo Grove Rd (21,000 N. leg in 2014, 13,000 S leg in 2014).

Are pedestrian or bicycle facilities to be added as part of this project? ☐ Yes ☒ No

If “Yes” is checked, and the scope change involves these facilities, complete the section on pedestrian/bicycle facilities.

Do queues currently clear on the major street at signalized intersections in the pm peak period?

☐ Yes ☒ No

TRANSIT PROJECTS
Project Type (Check One): <input type="checkbox"/> System Start-Up <input type="checkbox"/> Transfer <input type="checkbox"/> Service & Equipment <input type="checkbox"/> Facility
Auto Trips Eliminated Per Day (Round Trips): _____
Length Of Auto Trips Eliminated (One-Way Miles To The Nearest Tenth): _____
Auto Trips Diverted Per Day (Round Trips): _____
Line-Haul Length Of Diverted Trips (One-Way Miles To The Nearest Tenth): _____
Project Life (Years): _____
Provide basis for parameters used to estimate benefits (e.g., ridership, auto occupancy, trip length. See instructions): _____

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur		
Model Year (all vehicles in a group should have the same model year): _____			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): _____ gallons			
Before project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
After project Annual Vehicle Miles/vehicle in group: _____ miles			
Annual Idling Hours/vehicle in group: _____ hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation <input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 Fuel Type (select one): <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity			
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): _____			

Total Number of Vehicles (all groups combined): _____ vehicles

Changes to Project Schedule

Please provide the starting federal fiscal year (FFY) for every phase (use the appropriate phases for your project), including completed phases, and the anticipated date of federal authorization (or letting date for the Construction phase). For phases that are not federally funded, indicate the date that contracts will be executed or in-house work will begin in the Anticipated Authorization column. The FFY begins on October 1 and ends September 30 of each year. Enter N/A for ROW if no ROW is required for the project.

Phase	Starting FFY	Anticipated Authorization
ENG1	In-house	
ENG2	In-house	
ROW	2015	
CONST	2016	

Phase	Starting FFY	Anticipated Authorization
ENG		
IMP		

Additional Comments

Provide any additional information that may assist CMAP staff and the PSC with consideration of this request. Use this space to explain any entries above that were left blank, or to clarify any of your above responses. Check here if the scope change will result in a cost change ☒ and complete a [Cost Change Request](#) form.

Cost change reduction due to scope change to remove dual left turn lanes on all approaches, due to Village concerns over intersection impacts.

For the submittal procedures that apply to this form, see the [CMAQ Scope and Cost Change Request Procedures](#) document.

Submit this completed form and any requested attachments to your Planning Liaison (PL) for review and submittal to CMAP. For sponsors noted as exceptions to PL review in the procedure above, please submit to the project contact for transmittal to CMAP.

CMAQ Schedule Change Request Form

Project Identification

TIP ID	12-10-0001	Sponsor	Village of Romeoville
Project Location Description	135 th St Metra Parking Lot		

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	2010
ENG2	2015
ROW	N/A
CONST	2016

Phase	Programmed FFY
ENG	2016
IMP	2016

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST	\$35,200	2016

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG	0	
IMP	\$35,200	6/1/2016

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

Utility Relocation for MCI fiber-optic required in advance of construction. Advance funding needed for utility relocation only.

Additional Comments

PreFinal Submittal for full Project on target for April 22, 2016. Target Letting November 4, 2016.

CMAQ Schedule Change Request Form

Project Identification

TIP ID	13-14-0001	Sponsor	ILEPA
Project Location Description		Chicago Area Green Fleet Program	

Currently Programmed Schedule

Phase	Programmed FFY
ENG1	
ENG2	
ROW	
CONST	

Phase	Programmed FFY
ENG	
IMP	2018
IMP	2019

Requested Schedule

Phase	Starting FFY	Actual or Anticipated Authorization Date
ENG1		
ENG2		
ROW		
CONST		

		Anticipated Authorization Date
ENG		
IMP	2016	
IMP	2017	
IMP	2018	
IMP	2019	

Phase	Starting FFY	Actual or
-------	--------------	-----------

Reason for Request

Check here if the reason is a scope change ☐ and complete a [Scope Change Request](#) form.

The Illinois EPA's FFY2016-2020 approved application for the Chicago Area Green Fleet Grant Program included a budget request to provide a level of consistent funding across four fiscal years (FFY 2016-2019). Currently programmed for the two fiscal years of FY 2018 and 2019, would likely be problematic for the Illinois EPA. Specifically, our annual appropriation for the agency's budget item used for CMAQ grant funding has a limit, and there is no assurance that we would be able to request an increase in our state appropriation in these two future years to accommodate the condensed funding for this project. In addition, there would be a two-year program budget gap in which no funding is currently allocated in FFY 2016 and 2017, which could lead to a perceived "stoppage" in grant issuances followed by a "re-start" for the final two years of program funding.

Additional Comments

Here is a table summarizing the request to re-program the CMAQ funding for our Chicago Area Green Fleet Grant Program (13-14-0001) for \$1 million in FFY 2016, and for \$2 million in each of FFY 2017, 2018, and 2019.

FFY	Fiscal Year Allocations as requested by IEPA	Fiscal Year Allocations as currently programmed by CMAP
2016 (1 st year of newly awarded \$7 million)	\$1 million	\$0
2017 (2 nd year of newly awarded \$7 million)	\$2 million	\$0
2018 (3 rd year of newly awarded \$7 million)	\$2 million	\$3 million
2019 (4 th year of newly awarded \$7 million)	\$2 million	\$4 million

CMAQ Scope Change Request Form

Project Identification

TIP ID	18-12-0006	Sponsor	Commuter Rail Division of the Regional Transportation Authority (Metra)
Project Location Description		Metra's Milwaukee District (Fox Lake and Elgin-Big Timber lines)	

Revised Project Scope

Metra is proposing to revise the scope of this project to repower two F59PH locomotives instead of two F40C locomotives. The overall scope of work for the repowering will remain the same: rebuilt diesel engines that meet U.S. EPA Tier 2+/3 standards and a new control package to reduce idling. In both cases, the current locomotives have unregulated engines. The overall reduction in fuel consumption from the status quo (unregulated F40Cs) to the proposed scope (repowered F59PHs) is approximately 11.6%.

Changes to Location/Limits (if applicable)

☐ Map Attached

Name of Street or Facility to be Improved	Marked Route #	
North/West Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
South/East Reference Point/Cross St/Intersection	Marked Route #	Municipality & County
Other Project Location Information		

Changes to Emissions Benefit Analysis

- ☐ The proposed scope change will not affect the emissions benefits of the project.
- ☒ The proposed scope change **may** affect the emissions benefits of the project – continue to next page.

Cost/Schedule Changes

- ☐ The scope change will result in a cost change. A [Cost Change Request](#) form was submitted.
- ☐ The scope change will result in a schedule change. A [Schedule Change Request](#) form was submitted.

Additional Comments

Metra has made multiple attempts to find a vendor who would repower our two F40C locomotives. However, it has become apparent that none of the available vendors have an already-designed solution to repower F40C locomotives. When Metra first applied for these funds, we believed that existing solutions for other locomotives could be adapted to F40Cs. Subsequently, we have learned that is not the case. For this reason and others, Metra will be retiring the two F40Cs and has acquired used F59PH locomotives to take their place on the active roster. F59PHs are significantly more prevalent in both commuter and freight service than F40Cs.

The revised scope to repower two F59PHs does have an already-designed solution that is being used elsewhere. This design is specific to F59PHs and would not require any adaptation. Once a vendor is under contract, Metra expects the project to be able to quickly move into construction.

Changes to Emissions Benefit Analysis – Direct Emissions Reduction

DIRECT EMISSIONS REDUCTION			
Complete Multiple copies of this table – One for each group of vehicles (type, engine, technology, etc.).			
Vehicle Type: (select one)	<input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus <input type="checkbox"/> Refuse Hauler <input type="checkbox"/> Short Haul <input type="checkbox"/> Long Haul <input type="checkbox"/> Delivery Truck <input type="checkbox"/> Emergency Vehicle <input type="checkbox"/> On-Highway <input type="checkbox"/> City/County Vehicle <input checked="" type="checkbox"/> Passenger Locomotive <input type="checkbox"/> Switch Engine <input type="checkbox"/> Other: _____		
Vehicle Size: (check one)	<input type="checkbox"/> Class 2b (8,501 - 10,000 lbs.) <input type="checkbox"/> Class 3 (10,001 - 14,000 lbs.) <input type="checkbox"/> Class 4 (14,001 - 16,000 lbs.) <input type="checkbox"/> Class 5 (16,001 - 19,500 lbs.) <input type="checkbox"/> Class 6 (19,501 - 26,000 lbs.) <input type="checkbox"/> Class 7 (26,001 - 33,000 lbs.) <input type="checkbox"/> Class 8a (33,001 - 60,000 lbs.) <input type="checkbox"/> Class 8b (60,001 and over) <input type="checkbox"/> School Bus <input type="checkbox"/> Transit Bus		
Horsepower (check one)	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 6 <input type="checkbox"/> 11 <input type="checkbox"/> 16 <input type="checkbox"/> 25 <input type="checkbox"/> 40 <input type="checkbox"/> 50 <input type="checkbox"/> 75 <input type="checkbox"/> 175 <input type="checkbox"/> 300 <input type="checkbox"/> 600 <input type="checkbox"/> 750 <input type="checkbox"/> 1000 <input type="checkbox"/> 1200 <input type="checkbox"/> 2000 <input checked="" type="checkbox"/> 3000		
Current Fuel Type: (check one)	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input checked="" type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion		
Model Year (all vehicles in a group should have the same model year): <u>1988</u>			
Before project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>369,486</u> gallons			
After project: Fuel Consumed (gallons per year of current fuel type for all vehicles in the group combined): <u>326,626</u> gallons			
Before project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles			
Annual Idling Hours/vehicle in group: <u>1820</u> hours			
After project Annual Vehicle Miles/vehicle in group: <u>N/A</u> miles			
Annual Idling Hours/vehicle in group: <u>910</u> hours			
Technology to be Applied	# veh	Technology to be Applied	# veh
Diesel Oxidation Catalyst		Recalibration	
Diesel Oxidation Catalyst + Closed Crankcase Ventilation		Exhaust Gas Recirculation + Diesel Particulate Filter	
Diesel Particulate Filter		Selective Catalytic Reduction	
Hybrid Electric Replacement with Diesel Particulate Filter		Emissions Control Devices	
Partial Flow Filter		Other	
Compressed Natural Gas (CNG) Replacement		Engine Repower	2
Lean NOx Catalyst/Diesel Particulate Filter		Engine Replacement	
Post-Implementation Fuel Type (select one):	<input type="checkbox"/> LPG <input type="checkbox"/> LNG <input type="checkbox"/> CNG <input type="checkbox"/> Biodiesel 100 <input type="checkbox"/> Biodiesel 20 <input type="checkbox"/> Biodiesel 10 <input type="checkbox"/> Biodiesel 5 <input type="checkbox"/> E85 <input type="checkbox"/> Diesel, 3,400 ppm sulfur <input type="checkbox"/> Diesel, 500 ppm sulfur <input checked="" type="checkbox"/> Diesel, 15 ppm sulfur (non-road only) <input type="checkbox"/> Emulsion <input type="checkbox"/> Electricity		
Diesel Vehicle Replacement Applicants			
Expected remaining life of vehicles being replaced (years): <u>10</u>			
Total Number of Vehicles (all groups combined): <u>2</u> vehicles			

March 21, 2016

Mr. Ross Patronsky, Chair
CMAQ Project Selection Committee
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606-6415

SUBJECT: TIP ID 18-12-0006, FTA Grant IL-95-X029: Locomotive Repower

Dear Mr. Patronsky:

Metra respectfully requests consideration of the attached CMAQ Scope Change Request Form by both CMAP staff and the CMAQ Project Selection Committee at the Committee's April 7, 2016 meeting. Please note that this is only a scope change and that no additional funds are being requested. Brian Stepp will attend the CMAQ PSC meeting to be available to answer any questions.

Please feel free to contact me prior to the meeting at (312) 322-6626 or Brian Stepp at (312) 322-2805.

Sincerely,



David F. Simmons
Director, Grant Administration

BTS G:\GDP\Projects\Numbered Projects\4401_ScopeChange_CMAQ_Ltr_20160321.docx

**Paula J. Trigg, P.E.**

Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone (847) 377-7400
Fax (847) 984-5888**IL 120 Belvidere Rd at Hainesville Rd
TIP ID 10-14-0008**

March 8, 2016

Mr. Jesse Elam
Chief of the CMAQ Program
CMAP
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Elam:

Please be advised that the Lake County Division of Transportation, with the concurrence of the Illinois Department of Transportation, is transferring the role of the lead agency for the construction phase of the above referenced project. Certain logistical issues have arisen concerning the addition of municipal facilities to the project that make this change necessary. The IDOT District 1 Division of Highways should be listed in the TIP and the approved CMAQ Program as the lead local agency for this project. All future correspondence relating to this project should be directed to Mr. John Fortmann at the Illinois Department of Transportation.

Please do not hesitate to call me at (847) 377-7400 if you have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Paula J. Trigg".

Paula J. Trigg, P.E.
Director of Transportation/
County Engineer

PJT/bdc

cc: John Fortmann, P.E., IDOT Region One Engineer
Terry Heffron, IDOT Area Programmer
Emily Karry, LCDOT
Bruce Christensen, LCDOT
Jon Nelson, LCDOT